

THE MONON'S NEW SHOPS

Lafayette Will Get Them, Provided the Citizens Vote a Subsidy of \$130,000.

Cheap Excursions to the Sea-Board Likely to Be Numerous in the Future—Complaints of Western Railways.

There is no longer any question as to the determination of the Louisville, New Albany & Chicago to locate its central shops at Lafayette, provided the citizens of Lafayette act promptly in the matter and vote the subsidy of \$130,000 to the company. Plans for the shops to be located there, to cost \$450,000, have been prepared. The plans as prepared include machine and boiler shops, 550 feet in length by 110 in width; paint shop, 110 by 110; planing-mill and upholstering building, 170 by 110 feet; a round-house with thirty-two stalls; a blacksmith shop 100 by 70 feet; and eight other buildings, varying from 70 feet in length by 30 feet in width to buildings 20x30 feet. The office building will be two stories high, and 180x50 feet. With this exception the several buildings will be but one story high, built of brick resting on stone foundations, with slate roofs. The company will commence operations with six hundred men, expecting to increase the number to one thousand. The monthly payroll at the beginning will be \$30,000 a month. It is estimated that the forty-five acres of ground the company will need will cost \$50,000. General Manager McDoel gives the citizens of Lafayette to distinctly understand there is no desire on the part of the road to take advantage of the city in any manner. The proposition is plain and fair to both sides, and it seems to be the opportunity for the citizens of the Star City to give the place a boom which will have healthy backing.

Western Roads Grumbling. There is considerable grumbling in Western Traffic circles on account of the alleged unsatisfactory manner in which the affairs of the Western Traffic Association are administered. No direct complaint is made against Chairman Walker or any other individual member of the board of committee, but it is declared that the board's actions have not always been such as to promote the interests of the association. For instance, there are two important sections of the agreement that are apparently ignored or evaded. Section 1 of Article 7 requires the commissioners to adopt such measures as will tend to secure uniform, stable and reasonable rates, prevent unjust discrimination and enable each line to carry its fair share of the competitive traffic. The seventh section of the same article makes it the duty of the commissioners to establish a system of information and statistics as may be necessary to enable them to execute the powers conferred on them.

A Good Thing for All Concerned. H. R. Dering, assistant general passenger agent of the Pennsylvania lines, says he looks upon the cheap rate excursions to Eastern points as being a good thing for the roads and an educator to the traveling public. He says probably not more than two out of ten of the people who avail themselves of these rates have ever been east of the Indiana State line, possibly to Cincinnati. On this trip they will pass through sections of the country which will show them something of its thrift and enlarge their ideas as regards the country they live in; then, it turns the current of travel from the West to the East for the time being, and the roads will lose nothing in carrying the business, such a volume has it reached, in years past whenever one of the Western roads has suggested the idea of running cheap excursions to Eastern cities, it has invariably met with a refusal until this year. Cheap excursions East will hereafter doubtless be as numerous as are those to Western points.

Eastern Roads Alarmed. Eastern roads have become alarmed at the widespread demoralization resulting from the manipulation of special-excitation tickets to the Chicago end-around convention. A conference of the general passenger agents of the Chicago east-bound lines will be held to-morrow to consider the situation, and if possible to check the tendency to ignore the regulations by which the sale of these tickets should be governed. An effort will be made to enforce the provision of the agreement requiring all tickets to be deposited with the agent at New York before July 15, and to declare forfeited or subsequent use all tickets not so deposited.

Personal, Local and General Notes. The next meeting of the Central Traffic Association will be held at Put-in-Bay, July 12.

D. J. Murphy, agent of the Red line at Toledo, has resigned, and is succeeded by C. H. Bromley.

The Monon reopens the Chicago rate war by announcing a \$3 round-trip on Saturday to Chicago and return.

The Wabash earned, in the last week of June, \$267,890, an increase over the corresponding week of \$18,400.

Charles Merrill, general Western passenger agent of the New York Central road, is in the city on official business.

John Ewan, formerly superintendent of the Indianapolis division of the Bee Line, has been seriously ill for some days, was yesterday reported better.

The east-bound business of the Big Four's Chicago division was yesterday so heavy that trains 18 and 19, which ran from Indianapolis to Cincinnati in two sections, were combined.

Chalmers Brown, general manager of the Railway Officials' and Employees' Association, has gone to Delaware, O., to pay his mother his last respects.

Forty miles of the Columbus & Sandusky road has been graded, and on twenty miles the rail is laid. H. Moore, who was the original mover in this enterprise, is not now interested in it.

So satisfactory are the earnings of the Lake Erie & Western road that there is no longer any question as to its taking its place, the coming year, as a 5 per cent. per annum dividend-paying line.

Commencing with July 1 the earnings of the C. & W. (now the Michigan division of the Big Four) and those of the Greenburg & Vernon division of the Big Four will be included in the statement of earnings.

The funeral of George Garrett, in St. Louis, on Tuesday, was attended by a large number of railroad men from all over the West, so well was he known, having been a ticket agent in St. Louis over a quarter of a century.

M. A. Zook, formerly superintendent of the Indianapolis division of the Monon, now on the Queen & Crescent, is in the city for a day or two, visiting friends and straightening up some business in which he is interested.

The Pennsylvania Railroad Company is the greatest sufferer through the strike at Pittsburgh and thereabouts, as it cuts off shipments of ore amounting to over one thousand cars a day from Cleveland, Ashtabula and Erie.

A new interlocking signal was put in operation yesterday at the crossing of the Big Four and the Middletown & Cincinnati roads. It is anticipated as among the possibilities that the Big Four will soon control the M. & C. road.

Engine 390, on Tuesday, hauled seven cars, carrying 214 passengers from Indianapolis to the Baltimore & Ohio Junction, 110 miles, in two hours and thirty-eight minutes, making the usual stops at railroad crossings, Rushville, Connersville and Hamilton.

The Belt Road Company yesterday received two miles of new steel rail, weighing seventy-two pounds the yard, which is to be placed in the track immediately. The new bridge over Poole's run, resting on heavy stone abutments and built for two tracks, is nearly completed.

James Taylor, who goes to Europe to represent the Pennsylvania lines, will the

present year give his attention to the world's fair business. His appointment is the first of the character, made by American roads, and will doubtless lead to other trunk lines sending representatives abroad.

Edward Canfield, assistant treasurer of the Union Pacific railway, will resign in October, and the New York office will be given up. The Union Trust Company will continue to transfer stock and pay coupons as it has in the past. The office of assistant treasurer was created for Mr. Dillon's convenience.

It is stated that so much confidence has President Thomas, of the Louisville, New Albany & Chicago road, inspired in the minds of Eastern capitalists as to the future of the property, that there is an active demand for its stock and securities, Boston capitalists having recently taken large blocks of the securities.

Indiana now has seven dividend-paying roads; four years ago it had but two. The number, from this time, bids fair to increase, as road-heds and equipments are greatly improved, and operating expenses have been reduced and earnings increased. The net earnings of all Indiana roads the last year will show remarkable increase.

The official report of J. E. Rose, superintendent of transportation of the Big Four lines, shows that in the month of June there were handled on the system 123,628 loaded cars, an increase over the month of May, 1891, of 35,145 cars, or 29 per cent. Exclusive of the Michigan division the increase this year was 26,261.

General Manager Ramsey, of the Big Four lines, said on Tuesday that the citizens of Indianapolis would have to content themselves, he thought, so far as improvements are concerned, with the two new freight depots, enlarging their yards and doubling the track for passenger cars, and seven additional new central shops will doubtless be commenced.

The Baltimore & Ohio Railroad Company, on the first of month, increased its freight rates on the Baltimore & Ohio line, and the Baltimore & Ohio works for ten more passenger engines, to be delivered in August. Three will be built according to designs of the Baldwin locomotive works, and seven according to designs and specifications of Mr. Hazeltine, superintendent of motive power of the B. & O. line.

Superintendent A. C. Atherton, of the Fulton county, Ill., narrow-gauge railroad, authorizes the statement that D. J. Thayer, chief engineer of the narrow-gauge, of Charleston, Ia., has gone to Bates, Sangre de Cristo, to look up the line between Bates, Springfield and Havana. The object of running a line to Bates is to connect with the line with the St. Louis & Springfield road. This is the proposed line by which the narrow-gauge expects to reach Alton and St. Louis.

All the Eastern roads terminating in Chicago have been requested to have a responsible freight representative appear before the Interstate-commerce Commission at its meeting in this city next week. The only one of the trunk lines that has been served with a similar notice is the Delaware, Lackawanna & Western. As no Western road has been summoned it is supposed that the investigations will relate principally to charges of irregularities in freight rates between Chicago and the sea-board.

On second section of train 20 over the Pennsylvania lines on Tuesday made a remarkable run. The train consisted of thirteen cars, including eleven Pullmans, and the run from Indianapolis to Columbus, via Bradford, was made, deducting detentions, in four hours and fifteen minutes. Disregarding the 138 miles, Engines 340 and 350 hauled the train from this city to Columbus, and it is said to be the best run yet made on the Pennsylvania lines with a train of this length. The train was composed of twelve cars, and it was hauled by two powerful locomotives.

The question now among passenger men is, will rate-cutting continue as a result of the fight for Eastern trade? It is feared that it will, as some of the Western roads have just caught the fever, and it is very likely that the Chicago & Alton, on Tuesday, will cut its rates. Caldwell, the Chicago & Alton, in which he set out that there is a good deal of irregularity in the manner in which the Wabash and some other lines get their business, adding that he had come to the conclusion that not the slightest reliance can be placed on such roads carrying out their agreements.

PERSONAL AND SOCIETY.

Judge J. W. Harper left yesterday for New York.

Miss Anna Osterman has returned from an extended Eastern visit.

Mrs. B. B. Morris will go to Cataract today to visit Mrs. John Stier.

Mr. Fred and Miss Hettie Adams have gone East to spend a fortnight.

Mrs. John Norris has gone to Hoboken, N. J., to visit friends for a few weeks.

Mr. and Mrs. W. H. Cooke and family will go East to-day to spend a month.

Mr. and Mrs. George Van Vorst left yesterday for Kentucky to visit relatives.

Miss Maud Laycock will go to Kentucky to-day to visit friends for a few weeks.

Mrs. Theodore McCune has returned from a visit to relatives in Columbus, O.

Mr. B. B. Beck has gone to Springfield, Mo., to visit his mother for a few days.

Mrs. Lewis Jordan and daughter Louis have gone East to visit friends for a few weeks.

Hon. E. B. Martindale has gone to Washington, D. C., to remain ten days or two weeks.

Mr. and Mrs. Frank H. Blackledge have gone to New York to spend a month with friends.

Judge Frederick Rand and Mr. John S. Spauld went to Wauwasee to-day to spend a day.

Mrs. Recker and daughter and Miss Sallie Allen will leave to-day for Ocean Grove to spend the summer.

Mr. and Mrs. Frederick Fahner, and Mr. and Mrs. August E. Dietrichs left yesterday for New York.

Mr. and Mrs. William P. Herod will go to Spencer Saturday. Mrs. Herod will remain two or three weeks.

Mrs. Williams and daughter, Mrs. Wade, of Boston, arrived yesterday to visit Mr. and Mrs. G. L. McJure.

Mr. and Mrs. James R. Lilley left yesterday for New York city to visit Mrs. Lilley's brother for a few weeks.

Miss Gertrude Boyd has gone to Jeffersonville to visit friends before returning to her home in Philadelphia.

Miss Oliver, of Kansas, who has been the guest of Mrs. W. J. Hasselman for a week, left yesterday for Boston.

Mr. and Mrs. Albert Owens, who have been visiting relatives, returned yesterday to their home in Columbus, O.

Mr. and Mrs. James B. Black left yesterday for New York to visit Mr. and Mrs. Harry Spelman, formerly of the city.

Mrs. E. G. Cornelius and daughter Sadie have gone to Chautauque, N. Y., where the latter will continue the study of music.

Mrs. Frederick W. Gady, of Woodruff, Mo., and her mother, Mrs. Gady, have gone to the Atlantic coast for the summer.

Mrs. E. H. Woodbridge and daughter have gone to New York to visit Mr. Woodbridge's parents and Rev. Mrs. E. A. Bly.

Mrs. Eliza Poor, of Cincinnati, who has been the guest of Mrs. A. D. Straight at Irvington for a few weeks, returned home yesterday.

Mrs. Brush, of Columbus, is visiting her daughter, Mrs. Albrecht Kipp, who will entertain a small party of friends to-day in her honor.

Mrs. James Dickson, Mrs. John R. Pearson and Mrs. Horace E. Smith will go to-day for New York to visit Mr. and Mrs. James Dickson.

Mrs. Belle Hoop and Miss Sadie E. Wawter have gone East on a six weeks' tour, taking in the Thousand Islands, New York and Washington.

Mr. Herbert Emery is expected from the South to-morrow to join his wife, and, after spending a few days with Mrs. E. B. Martindale, they will return to their home in Boston.

Mrs. John Campbell and daughters have returned from Virginia. Miss Beanie Campbell brought home two gold and silver medals for scholarship and one for music. They will go to Martinsville next week to spend a short time.

Mr. and Mrs. A. G. Jones will give a reception at their residence, No. 103 N. W. Illinois street, this evening to the Rev. G.

A. Carstensen, rector of St. Paul's Church. All friends of the parish are invited. Hours from 7:30 to 10:30.

Justa Black and wife, accompanied by their niece, Miss Jenny Welling, left yesterday to spend the vacation season in Boston.

Mrs. W. T. Steele has gone to Hartford, Conn., to join her daughter, Mrs. W. Collins, and both will go to the seashore for a month or six weeks.

Mrs. H. L. Browning, Mrs. A. B. Carter and daughter, and Miss Lavette Davidson have gone to New York and Boston. The former will visit her sister, Miss Mary Frazee, for three or four weeks.

Miss Mary Mayfield, who has been connected with H. S. Tucker's for a number of years, was married yesterday morning at her home in Spencer to Mr. James Convis, of Chicago. They were in the city yesterday en route to their home in Chicago.

The marriage of John A. Hanna and Ruth Emma Blizard occurred at the residence of J. W. Parkhurst, 110 Huron street, last evening. The ceremony was performed by Rev. Edwards, of Fletcher-avenue Church. Only the relatives and a few intimate friends of the bride and groom were present.

Miss Sine M. Ketcham and party left yesterday for Shinnecock Hills, L. I., to spend six weeks. Among the guests who were Mrs. J. M. Ketcham, Mrs. W. A. Woods, Miss Alice Woods, Mrs. W. B. Allen and children, Mrs. G. E. Lutes and daughter, Mrs. Fannie Jones, Mrs. Lewis Weisenberger, Misses Ethel and Martha Algre, Miss Duzan, Miss Stella Izor, Miss Kate Noble and Misses Cecelia Garmy, Miss Chase, Miss Kate Hadley and Miss Agnes Kenna, of Danville; Miss Corwin, Miss Jeanie Jones, of Lafayette, and Miss Keith, of Edwards.

GODDARD-GARDNER. Last evening Mr. Clark P. Goddard and Miss Della Gardner were united in marriage at the residence of the bride's uncle, Mr. T. W. Gardner, 306 East North street. Rev. O. W. Jennings performed the ceremony. Only a few of the intimate friends of the contracting parties were present.

OLIVER-COMSTOCK. Special to the Indianapolis Journal.

Mitchell, Ind., July 6.—Mrs. Nellie Muir Comstock, of Denver, Col., and Owen Oswald Oliver, of Chicago, were married this evening at the Presbyterian Church. Rev. Mr. Van Dorn officiating. Mrs. Comstock spent her childhood days here, and has many relatives in this country. Mr. Oliver is connected with the Chicago Inter Ocean. The church was artistically decorated, and the ceremony was very impressive. A reception was given at the Altar, the home of F. R. Nugent, an uncle of the bride. Mrs. Comstock was quite young and made a beautiful bride. The happy couple will be at home at their home on Wabash avenue, Chicago, after July 11.

MILLER-LOCKARD. Special to the Indianapolis Journal.

Mannheim, Ill., July 6.—Quite a sensation was created this morning by the announcement that Mr. R. B. Miller and Miss Ada Lockard, both well known young society people of prominent families, were married in Rockville, Ind., last Wednesday. They were married by Rev. Mr. Van Dorn, a young folk, then slipped off to Rockville and were married without any of the others being the wiser.

SUPPOSED TO BE INSANE.

Adeline Ehrman Found Wandering in the Streets and Arrested.

Adeline Ehrman, wife of Louis E. Ehrman, a hardware-dealer at No. 11 Shelby street, was taken to the station-house last night and slated as insane. Mrs. Ehrman had been addicted to whisky-drinking and tried the bichloride of gold cure, which cured for awhile, but in a short time she again took to drink, with renewed vigor. She has been separated from her husband for about two years, and was the proprietor of a small grocery on Wilkins street. Officer Maroney found her in the neighborhood of Meridian and Merrill streets and arrested her.

Machinists Elect Officers.

The machinists have elected officers as follows: Master machinist, Thomas Gallagher; foreman, William Knorr; recording secretary, John Peelle; financial secretary, Lee Myers; treasurer, John Stoll; statistician, Stephen Boyle; trustees, George Mitten, E. C. McDuffy, Smith; delegates, George O'Day, H. Kennington, M. Egan.

Central Labor Union.

The Central Labor Union grievance committee is hard at work in the interest of the Dry-goods Salesmen's Union. The complaints of the carpenters against John Brogan and John Frick were investigated and a satisfactory settlement proposed. The union will elect officers at the next meeting.

Free Transportation.

The Big Four road has promised transportation to the G. A. R. committee and two members of the press for the trip of inspection of the sites offered for the State Soldiers' Home. The inspection will begin July 26.

Local News Notes.

William Gleason, an old man who has been making his livelihood by herding cattle, was arrested yesterday for herding stock within the city limits.

Mr. Clara C. Hoffman, president of the W. C. T. U. of Missouri, will speak at Roberts Park Church Sunday evening under the auspices of the Wallace W. C. T. U.

Lillie May Bentley, of Danville, Ind., a twelve-year-old temperance evangelist, will deliver an address at the River-avenue M. E. Church, West Indianapolis, to-night and to-morrow night.

Low Tide in Brains.

The Cleveland party had but one candidate for President this year, and it appears to have no candidate at all for chairman of its national committee. The fact is that the Cleveland party has struck low tide in the important matter of brains.

Stop-Over at Philadelphia on New York Excursion Tickets.

The Pennsylvania lines will grant stop-overs at Philadelphia on New York excursion tickets.

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ONE ENJOYS

Both the method and results when Syrup of Figs is taken; it is pleasant and refreshing to the taste, and acts gently yet promptly on the Kidneys, Liver and Bowels, cleanses the system effectually, dispels colds, headaches and fevers and cures habitual constipation. Syrup of Figs is the only remedy of its kind ever produced, pleasing to the taste and acceptable to the stomach, prompt in its action and truly beneficial in its effects, prepared only from the most healthy and agreeable substances, its many excellent qualities commend it to all and have made it the most popular remedy known.

Syrup of Figs is for sale in 50c and \$1 bottles by all leading druggists. Any reliable druggist who may not have it on hand will procure it promptly for any one who wishes to try it. Do not accept any substitute.

CALIFORNIA FIG SYRUP CO. SAN FRANCISCO, CAL. LOUISVILLE, KY. NEW YORK, N.Y.



Fun For Two.

All children enjoy a drink of Hires' Root Beer. So does every other member of the family. A 25 cent package makes 5 gallons of this delicious drink. Don't be deceived by a dealer's offer of larger profit, tells you some other kind is "just as good"—this is false. No limitation is as good as the genuine Hires'.

WOODBURY'S FACIAL SOAP

For the SKIN, SCALP AND COMPLEXION. The result of years of experience in treating skin diseases, Woodbury's Facial Soap is a perfect remedy for all skin troubles. It is made of purest materials and is free from all irritating elements. It is the best remedy for all skin troubles, and is the only one that is free from all irritating elements. It is the best remedy for all skin troubles, and is the only one that is free from all irritating elements.

JOHN N. WOODBURY, 125 W. 42d St., New York City.

Sale of American Wheel Company

Plants and Materials.

Notice is hereby given that, pursuant to orders of the Circuit Courts of the United States for the District of Indiana, the Northern and Southern Districts of Ohio, and the Eastern District of Michigan, entered in the cases of Julius F. Pratt vs. The American Wheel Company, and The American Wheel Company vs. Julius F. Pratt, as Special Masters in Chancery of said Courts, the American Wheel Company, consisting of real estate, building, machinery and appliances, together with all the plant, tools, fixtures, and other goods, ware, and merchandise, together with the office fixtures, books, papers, and all other personal property, and all the rights and interests in and to the same, shall be sold by the receiver, in the Lorraine Block, at Indianapolis, Ind., on Wednesday, July 20, 1892, at twelve o'clock meridian, and at three o'clock p.m. of said day, said property will be offered at public sale, first, each plant or parcel separately, and then all of the property as an entirety, at the rate of one-half of the purchase price in cash, and the balance in installments, to be paid by the receiver, in the Lorraine Block, at Indianapolis, Ind., on Wednesday, July 20, 1892, at twelve o'clock meridian, and at three o'clock p.m. of said day, said property will be offered at public sale, first, each plant or 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